

Hongkong Daily Press.

ESTABLISHED 1857.

BOVRIL



No. 16891, 號一十九百八千六萬一第 日七初月五年子壬 HONGKONG, FRIDAY, JUNE 21st, 1912. 正拜禮 號一十二月六年二十百九千一英港香 PRICE, \$3 PER MONTH.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VOGES ROAD
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The Daily Press.

HONGKONG, JUNE 21st, 1912.

The question has often been raised as to how far the use of rice is responsible for the backward condition of Eastern nations. To determine this point, however, it is necessary first to ascertain why the use of rice is confined to certain nations and the use of wheat to others. If, as is commonly alleged, the human race had its beginning in what is now known as Asia, it may be concluded that rice was the first cereal to be used as food, and that its abandonment later by certain sections of mankind was simply due to the fact that climatic conditions in the countries they migrated to did not admit of its cultivation. The history of man is now shown to date back such an enormous period, however, and the climatic changes the world has undergone since his advent have been so wide, that it is difficult to draw any conclusion as to the original use of any one cereal. Indeed, it is quite probable that two or three kinds were in use concurrently. Whether Europe was originally populated from Asia, or Asia from Europe, it appears certain that at the time of the last glacial epoch the people of Europe were for the most part driven East and South and came in contact with the rice-eating people of Asia long after the production of rice had been rendered impossible, at any rate in Northern Europe. If India is the home of the rice-plant, as is commonly supposed, it may be taken that the return wave to Europe carried the cereal with it, although there are no records that it was ever used, even by some of the southern nations of Europe, such as the Greeks. There is evidence of its introduction into Persia, however. It is noteworthy that rice is not mentioned in the Bible.

The origin of wheat is equally mysterious, though what evidence there is points to its being a native of Western Asia or Eastern Europe. If this be the case, we may take it that the cultivation of wheat spread westward through Europe and the cultivation of rice eastward through Asia, the preference for either cereal being simply due to climatic conditions. But while the cultivation of rice over the greater part of Europe is impossible, the cultivation of wheat, which lends itself by its numerous varieties much more easily to changes of climate, is possible over the whole of Asia, so that the Asiatic preference for rice cannot be explained on the grounds of necessity. It has been claimed that rice is less affected by variations in weather than other cereals, but this is a very doubtful claim, in view of the numerous famines which from time to time afflict all the principal rice-growing countries of Asia. It is certain, on the other hand, that the cultivation of rice is a much more laborious task than the cultivation of wheat and much more injurious to health, since it demands working in the water during the time the seedlings are being planted and the growing plants are weeded. Asiatic indolence cannot certainly be adduced, in these circumstances, as a reason for the preference for rice. Nor does the cereal, in spite of the labour spent on it, compare favourably with wheat in regard to its nutritive qualities, according to experts; while the medical profession generally regard a rice diet, however suitable for persons engaged in hard physical labour, as eminently unfitted for those employed in sedentary occupations. The amount of rice that has to be eaten to obtain a sufficient amount of nutriment being large, there is a tendency to unduly distend the stomach. The Japanese, as is well known, introduce a number of supplementary meals in the course of the day, the custom being to eat little and often, by which this evil is avoided. There remains only one reason why rice should be preferred to wheat, and that is the ease with which it can be prepared. To make bread, the most palatable form in which wheat can be prepared, is a long and arduous operation compared with the boiling of rice, which, furthermore, only requires cleaning, while wheat requires to be ground into flour. As regards simplicity in preparation there is, indeed, no comparison between the two cereals, and it may be suggested that it is owing to this fact that rice continues to form the staple food of Asiatic nations, whose accumulation of wealth, compared with Western nations, is notoriously small. To a people virtually living from hand to mouth, with few appliances, rice forms a convenient diet, but that it should continue to be the principal diet in later and better organised conditions by no means follows. As a matter of fact, bread is eaten, though to a very small extent, throughout Japan, and if the price of rice continues to rise in that country as it has done in the past, the use of bread may become more general. The substitution of wheat for rice, completely or in part, throughout Asia would serve to equalize the food supply throughout the world, although, of course, it would not serve to avert famines caused by abnormal climatic conditions. If it resulted in increasing the wealth of the people, however, the evil effects arising from the failure of crops would be greatly tempered. Scientific opinion has long decided that the wheat and meat eating races show the finest development and the greatest vitality. Of all the substitutes for wheat that have been tried in Europe, potatoes in Ireland, maize in Italy, oatmeal in Scotland, none has been able to take its place. The potato has been shown on reasonable grounds to have been the ruin of Ireland; and the dreadful disease of *potato blight* has been traced to the use of maize in Italy. Oatmeal has a better record, but the Scotch national diet has failed to make any impression in other countries. Whether wheat will ever oust rice in Asiatic countries from its position as the national food is difficult to decide, but judging from conditions in Japan, the first Eastern country to assimilate Western civilisation, such a phenomenon is not altogether improbable. It is noteworthy in this connection that wheat is now being largely grown in China in place of opium.

A Japanese, who was yesterday convicted of having been drunk and disorderly, was advised by Mr. Melbourne "to dilute it next time." A fine of \$5 was imposed.

The directors of the Russo-Asiatic Bank of St. Petersburg have decided to raise the dividend above the figure first announced, viz., 8 per cent. The dividend will now be 9 per cent., the carry-over being correspondingly reduced from R.1,200,000 to R.727,638.

For attempting to impose upon a pawnbroker by offering a bangle as gold which was not of that pure metal a Chinese, said to be well connected in Hongkong, was yesterday sentenced by Mr. Irving at the Magistracy to three months' imprisonment.

Yesterday a man who had been sentenced on Monday to six months' imprisonment for stealing a pair of bangles from a woman was placed before Mr. Irving at the Magistracy, his Worship explaining that he had imposed the sentence he did on the understanding that the prisoner had been previously convicted. That was not so, and he reduced the sentence to six weeks' imprisonment.

The many friends of the U.S. Consul General, Dr. A. P. Wilder, will learn with regret that his latest letters do not give satisfactory news. After having been ordered to prolong his stay in California, it was thought that the Consul's health would improve under the happy climate of the West, but this, unfortunately, has not succeeded, and now it transpires, says the *Shanghai Mercury*, that his medical advisers have considered it necessary to remove him to hospital.

A big fire took place at 123, Connaught Road West yesterday morning, resulting in the total destruction of a four-story tenement which was occupied as a rice-store. The origin of the fire is unknown, but the flames, fanned by a strong breeze, had obtained a firm hold before the Fire Brigade appeared on the scene. The new motor was used for the first time. The building was completely gutted, and the stock was ruined. The premises were insured in four companies for \$49,500.

A very creditable rescue was effected on Wednesday by the coxswain of the steam launch *Lloyd's*. Noticing a man in the water, he brought his craft alongside, and, assisted by a man in a rowing boat, succeeded in getting the man out of the water. He took him to Blake Pier in an unconscious condition, and two European constables tried artificial respiration with success, after which the man was removed to the hospital. He explained that he fell into the water while drunk, Wednesday being a festival.

The programme arranged for the Coronation Day Entertainment at the Palace Theatre, Mr. Austen Barracks, to-morrow night is a very attractive one, the contributors to the first part including H.E. Mr. Claud Severn, Mrs. Hunter, Mrs. Walker and the Kerns, Mr. R. Sutherland, Cum and Cut (ventriloquists) and Lance-Cpl. Spiegelhalter. The second part consists of a musical absurdity in one act, the characters being taken by Mr. R. M. Crosse and Capt. and Mrs. Addison. The booking is at Montreux's.

All old residents of Japan will regret to learn of the death of Mr. Henry Lucas, one of the oldest residents of Kobe, and one who has been connected with its fortunes almost since the year it was opened to foreign trade. He died on the 9th inst. The *Japan Chronicle* says his death came very suddenly, as few people were aware that he had even been unwell. About three weeks previously he had been thrown from a jinrikisha, and being a very heavy man the shock had a serious effect upon him. No serious alarm, however, was felt concerning him, though it was necessary for him to keep to his bed. On the day of his death he felt sufficiently well to get up, but feeling weak he went back to bed again, where he fainted, and he passed away during the afternoon from heart disease. Mr. Lucas was just on 68 years of age. He came out to Hongkong in 1867 under engagement to Messrs. Lane, Crawford & Co., and two years later started in business as a commission merchant and general agent under the style of H. Lucas & Co. During his long residence in Kobe he took a prominent interest in public affairs. He had for two periods of three years each been President of the Kobe Club, and at the time of his death he was President of the local St. George's Society. Mrs. Lucas died about fifteen years ago. The deceased leaves three sons and two daughters. The eldest daughter, who is at present in England, is the wife of Mr. W. G. Barton, of Messrs. Douglas, Lapraik & Co., Hongkong, and the younger daughter is the wife of Mr. W. E. Allen, Manila branch of the Hongkong and Shanghai Bank.

A Chinese who jumped from a train-car while in motion had to be sent to the hospital suffering from injuries.

A Chinese committed suicide on Wednesday by hanging. He was found with a queue string tied to his neck hanging from a beam in a house in Connaught Road.

The practice of snatching hats from pedestrians is still attempted in the western district, and a man who was yesterday convicted at the Magistracy of this offence was sentenced to three months' imprisonment and to be exposed in the stocks for six hours.

Sir Francis Piggott, who leaves for Peking to-morrow, is to receive a presentation from the Law Society of Hongkong to-day.

Two bodies were found in the harbour on Wednesday near the Kee Hing wharf, death in both cases being due to drowning. A third dead body was found in the police basin at Kowloon.

A New York commercial paper states that the business of William Forbes & Co., the oldest British house in North China, long carried on in New York by the late Mr. E. J. Fraser-Campbell, has been succeeded to by Messrs. Dowler, Forbes & Co., of New York. The senior partner, Mr. Arthur E. Dowler, has been for long the managing partner of Arnhold, Karberg & Co., of China.

GOVERNMENT HOUSE.

His Excellency the Officer Administering the Government is entertaining the members of the Court and Council of the University of Hongkong to luncheon to-day, to meet Sir Charles Eliot.

The following have been invited:—General Anderson, Dr. Bell, Mr. F. B. Buley, Mr. C. Clementi, Mr. E. R. Hallifax, Mr. Chan Chik Yu, Mr. Chang Kang Yu, Sir Paul Chater, Mr. Chatham, Mr. Chau Sir Ki, Mr. Chin Pu Tin, Dr. Clark, Mr. W. Dickson, Sir Kai Ho Kai, Mr. J. R. Wood, Dr. G. P. Jordan, Mr. Lau Chu Pak, Mr. Ng Hon Tsz, Mr. Ng Li Hing, Mr. E. Osborne, Rev. T. W. Pearce, His Hon. Mr. Rees Davies, Mr. Pollock, Rev. G. M. Spada, Mr. Alabaster, Mr. G. T. Edkins, Mr. D. K. Sehn, Mr. E. Sheldim, Mr. N. J. Stabb, Mr. Murray Stewart, Mr. A. M. Thomson, Mr. Wei Yuk, and Mr. N. J. Mody.

THE OPIUM OUTLOOK.

VIGOROUS ARTICLE IN "THE TIMES."

A London telegram to the Bombay papers dated the 3rd inst. says:—

LONDON, June 3rd.
The *Times* this morning in an article discussing the recent appeal of opium merchants in India to the Government of India requesting discontinuance of the sale of opium for China, proceeds to an exhaustive review of the situation from the various standpoints of Indian finance, the opium merchants, and the political situation.

The journal points out that the Government of India is in a remarkable position, being confronted with the united demands of the Chinese Government, the anti-opium societies in England, and the Indian opium merchants to cease selling the drug for China, though the motives prompting these demands are widely different. Jointly, however, they constitute a formidable request.

The *Times* thinks the public in India and England will be in full agreement on one point—though the Chinese Government have been unable to fulfil their part of the undertaking, the traffic must stop. The question is, when? At this stage it seems to us that the Indian merchants have a right to be heard. As the result of the Anglo-Chinese agreements of 1907 and 1911 the Government of India have benefitted by huge surpluses resulting from the high prices of Government opium, based on expectations produced by the high prices of the open market. It is impossible for Great Britain to insist on the right of entry of Indian opium because there is now no central authority in China capable of enforcing the right. We recognise the interests to be considered. The first are those of India, as a whole. If, however, a continuation of the sales causes a collapse of prices, India will receive little benefit, while the merchants will be crushed. The Government of India have sold a Government product at enormously enhanced prices, on the strength of an agreement, the fulfilment of which they cannot now procure. They have pocketed the profits gleefully. In common fairness they cannot now proceed to ruin those who trusted them."

REPORTED ELOPEMENT ON THE "INDRADEO."

A New York correspondent states that Mr. Jordan L. Mott, jun., son of Mr. Jordan L. Mott, a millionaire iron manufacturer, who is an intimate friend of the Duke of Connaught, eloped on 20th inst. with an actress in the British tramp steamship *Indradeo*, bound for China. Mr. Mott signed on as purser, and the actress is on the ship's papers as a stewardess, because the vessel is not licensed to carry passengers. Mr. and Mrs. Mott, sen., and a private detective are in pursuit, hoping to intercept the couple at Gibraltar, which is the *Indradeo's* first port of call.

ARTIFICIAL RUBBER MANUFACTURE.

The *Times*' Brussels correspondent states that it is announced that progress is now being made with the erection at Ymuiden, in Holland, of works for the manufacture of artificial rubber according to the process of a M. Van der Heyden. The raw material is principally sea fish, to which 15 to 16 per cent. of natural rubber is added, and afterwards treated by secret process. The product obtained is said to be as flexible and elastic as natural rubber, capable of being vulcanized rapidly, and insensible to the action of benzene and heat. The by-products may serve for the manufacture of artificial manure, and the cost of production is said to be very low.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AMERICAN PRESIDENTIAL ELECTION.

SCENES IN THE CONVENTION.

LONDON, June 20th.

The Convention will be occupied with preliminaries until Friday, when the Republican candidates will be nominated.

Mr. Roosevelt in a speech strengthened the belief that he will not be defeated. He affirmed that full opportunity would be given to the elected deputies to purge the roll of delegates dishonestly placed there by the National Committee, but if they would not avail themselves of the opportunity, then the action of the Convention would be binding on no honest man.

A wire from Chicago states that the Convention has debated the motion by Governor Hadley to replace 92 of the Taft delegates by Rooseveltians, on the ground that the former were improperly placed on the roll by the National Committee.

"LIKE BEDLAM."

Mr. Watson, leader of the Taftites, proposed a reference in the motion to the credentials of the Committee. The debate was marked by vigorous exchanges and personalities, and charges of bribery. The debate reached its climax when, at the conclusion of the speeches, Mr. Hadley and Mr. Watson marched together down the aisle. The cheering assumed the character of a demonstration in favour of Mr. Hadley, who was greeted by a fire of suggestions that he should be a compromise candidate. The representatives of several States uprooted the standards and marched yelling round the hall, which was like bedlam.

Both parties are showing the utmost activity, the Taftites making every effort to maintain their majority, but there is great uncertainty as to the ultimate result.

The delegates from Illinois tried to start a refrain "We want Teddy," but it was scarcely audible above the storm of cheering for Mr. Hadley. The Missouri delegates performed a "bear dance" in front of the platform, but a beautiful girl in the gallery turned the tide in favour of Mr. Roosevelt by waving a picture of the Ex-President. The crowd desisted and cheered. Californians took the standard, the emblem on which is a golden bear, to the gallery and waved it over the head of the girl, who was brought down to the Press seats, where she led the cheering for Mr. Roosevelt. After forty-five minutes' pandemonium, Mr. Hadley consented to the reference in the resolution as to the credentials of the committee. The voting on the minor amendment showed that there were 564 Taftites and 510 Rooseveltians.

LATER.

The closeness of the voting in Chicago as between Taft and Roosevelt and the surprise demonstration in favour of Mr. Hadley, the Governor of Missouri, the leading orator of the reform movement, favours the conjecture that a dark horse may be sprung upon the Convention.

KIEL REGATTA.

SPEECH BY THE KAISER.

LONDON, June 20th.

The yacht *Huntly*, of Great Britain, won the International one-ton cup outright. The Kaiser, before leaving for the regatta, in a speech at Hamburg, emphasised that owing to the creation of the empire the German merchant would be able to proceed tranquilly on his way under his own flag. He had, however, observed that there was a regret in spreading the German flag, and that the flag is easily hoisted, but it costs much to lower it with honour. He expressed his gratification that many vessels of the related friendly peoples of Britain were competing at the German regattas.

DOUBLE AVIATION FATALITY.

LONDON, June 20th.

A telegram from Douai, France, states that the aviators Lieut. Peignin and Captain Dubois collided at a height of eighty feet. Their machines fell to the ground in a tangled mass and both men were killed.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE DEBATE.

LONDON, June 20th.

As the result of the four days on the committee stage, on the Home Rule Bill, the first section of the first clause is passed.

Mr. Dickinson, Radical M.P., last night proposed that the Irish Parliament consist of a single chamber.

He was supported by the Opposition, who hoped that the Labourites would join, but Mr. Ramsay MacDonald refused to help the Opposition to kill the Bill and they therefore voted for the Government. The amendment was rejected by 298 to 199. In view of the slowness of the proceedings, it is expected that the Government will have recourse to the kangaroo closure.

THE DOCKERS STRIKE.

LONDON, June 20th.

The Southampton strike, has ended, the men returning to work unconditionally.

THE BRITISH BUDGET SURPLUS.

LONDON, June 20th.

The *Times* has reason to believe that the Government has decided to allot from three to four million pounds of the realized surplus to the redemption of the National Debt and the bulk of the remainder to further provision for the Navy.

MR. LLOYD GEORGE ATTACKED BY SUFFRAGETTES.

LONDON, June 20th.

Mr. Lloyd George, after opening the Welsh bazaar at Westminster, was attacked and hustled towards the door by suffragettes. Attempts were made to knock his hat off. He shouted when going that he would give facilities for the passing of the Women's Franchise Bill. Detectives and stewards drove the women away.

AUSTRALIA AND POPULATION NEEDS.

LONDON, June 20th.

Reuter's correspondent at Melbourne telegraphs that Lord Denman, in opening the Commonwealth Parliament, said that the Ministers regard the rate of increase of the population with the deepest concern. The birth rate was too low for a young country, and it had been decided to propose a maternity grant to mothers for children born in the Commonwealth.

THE TURF.

RESULT OF ROYAL HUNT CUP.

LONDON, June 20th.

The race for the Royal Hunt Cup resulted as follows:—

Eton Boy	1
Long Set	2
Matelet	3

There were 28 runners, and the starting prices were:—100 to 12 against Eton Boy, 9 to 1 Long Set, and 50 to 1 Matelet.

The winner and Bachelor's Hope started equal favourites. Sunspot was ridden by F. Wootton; Royal Tender, Piper; Jarriettier, McGee; Oliver Goldsmith, Robbins; Prevoyant, Huxley; and Outram, Buckley. Spanish Prince, Duke Michael and Bachelor's Tax did not run.

After five furlongs had been covered Dorando was slightly ahead of Beaurepaire, Eton Boy, Long Set, and Matelet. Approaching the small ring, Eton Boy took up the running from Beaurepaire, Long Set, and Whisk Broom. Soon afterwards Long Set became second, but Eton Boy staying on won easily by three lengths, a length and a half separating second and third.

ASCOT GOLD CUP PROBABLES.

The following are the probable starters and jockeys for the Ascot Gold Cup:—Charles O'Malley, Hunter; King Midas, F. Wootton; Basse Pointe, Stern; Combourg, Oggee; Prince Palatine, O'Neill; and Com. Donoghue.

COUNTY CRICKET.

LONDON, June 20th.

The following results are telegraphed: Middlesex beat Nottingham at Lords by five wickets.

Kent beat Sussex at Tonbridge by seven wickets.

Leicester beat Hants at Leicester by 162 runs.

Surrey beat Australia by 21 runs.

Yorkshire beat Gloucester at Leeds by 74 runs.

Somerset and South Africans drew at Bath.

The Lancashire v. Warwickshire match at Birmingham ended in a draw.

SUPREME COURT.

Thursday, 20th June.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. REES DAVIES, K.C.).

Mow Fung made an application for his discharge as a bankrupt.

Mr. Fletcher, the Official Receiver, said the applicant carried on business, with Dady Burjor, as merchants and commission agents. On June 27th an interim receiving order was made against the firm by a creditor. A receiving order was made on July 6th and the debtor was adjudicated bankrupt on July 13th. The bankrupt joined the firm in 1907, and at that time he had a branch of the business under his control. Since 1909 he had had full control of the business in Hongkong. When he joined the firm there were considerable outstanding liabilities, which he, the Official Receiver, was satisfied Mr. Mow Fung did not know of. Mr. Dady Burjor kept drawing out large sums for his own account, with the result that the liabilities became so large that the firm became insolvent. The business of the firm was, on the whole, well managed. Some months prior to the receiving order being made, Mr. Mow Fung must have known that the business was not in the position that it might have been. He had to resort to various expedients to obtain money, and the money he received he put into the general fund. He must have known, however, that the firm could not continue.

His Lordship—This all came out at the public examination?

Mr. Fletcher—Yes, the money was credited to the general account. I think they drew against it. In this case Mr. Mow Fung must have known—

His Lordship—That the firm was insolvent?

Mr. Fletcher—Yes.

His Lordship—Did Mr. Mow Fung personally get any benefit out of these sums?

Mr. Fletcher—No.

Mr. Fletcher stated that the debtor received two sum of £100 each as an advance from John Begg & Co., for whom he had contracted to sell the firm's whisky.

His Lordship—I have not inquired into that; I must assume that it is so.

Mr. Fletcher—It has been fully gone into, my Lord.

His Lordship—The assets will not realise 20 per cent.?

Mr. Fletcher—Nothing like it.

His Lordship—It is impossible to grant a discharge.

Mr. Fletcher—The discharge must be suspended.

His Lordship—Yes, it must be suspended under section 27, because the assets will not realise 20 per cent.

The debtor stated that he had hoped in time to make the business successful. He did not know anything about the smaller details.

His Lordship—Probably he was the victim of his predecessors.

Mr. Fletcher—The failure of the firm was due to his predecessors. The last transactions, however, had nothing to do with his predecessors.

His Lordship—I am bound to suspend you, under the law as it stands here. Are you carrying on business yourself?

The debtor—No, my Lord, I have a partner.

His Lordship—Are you in a position to guarantee payment if I fix a period?

The debtor—I am not in a position to make any definite promise. If I do succeed in making this business go, I will certainly pay back all the people who have lost their money.

The debtor was suspended for eighteen months.

ORDER TO ADMINISTER.

This was an application by R. Aitken for an order to administer the bankrupt estate of S. Farrel. The application was made by Mr. Otto Kong Sing for the administrator, who applied as a creditor. The business had been that of engineers, in partnership with another man. The application was for \$1,873, for money lent, legal expenses, and probate duty held in security. Letters of administration were granted to him in the estate, but the estate was not sufficient to pay the duties. The liabilities were \$70,000, and the assets \$61,000 or thereabouts. In respect to the properties at present held in moiety, one moiety belonged to the late partner, and the other to the estate. There had been some difficulty in realising on the estates. The properties were mortgaged, but the administrator hoped to realise something. The Official Receiver said he had no objection to the order, which was accordingly granted.

EXORBITANT INTEREST.

A public examination was held in connection with the bankruptcy of A. M. Costa. The debtor said he had borrowed various small sums, and in nearly every case the money-lenders had made him sign for double the amount. The average interest was 120 per cent. per annum. He had often to borrow again to pay off the original loans.

Mr. Fletcher—The debtor proposes to pay \$20 per month out of a salary of \$72, for the benefit of his creditors. That sum is, I think, reasonable. I would ask that the examination be closed and adjudication be deferred.

His Lordship—If you get free of your creditors, don't you go and borrow any more from these money-lenders. They encourage you to rob, not only yourself, but others.

The examination was closed.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

AN OFFICIAL TRANSACTION. This was a case in which the Clace Wo firm, customs agents and brokers, sued the Tong Fat firm of opium dealers, for \$440.87, being balance due from the defendants to the plaintiffs in respect of duty and like paid by the plaintiffs for and on behalf of defendants, on one case of Patina opium imported per s.s. *Shan Lee* at the request of the defendants.

Mr. F. X. D'Almada appeared for the plaintiffs, and Mr. F. B. L. Bowley for the defendants.

The defence was that, on or about May 18th, 1911, defendants' agents, the Wo Fat, shipped one case of Patina opium on board the s.s. *Shan Lee* at Hongkong, and consigned the chest to the plaintiffs at Kong Mun, in China, for delivery to the Wui Tung, of Chiek Hom, in China, on payment by the Wui Tung of all freight, duties and other charges. Defendants did not know whether the chest of opium was or was not delivered by the plaintiffs to Wui Tung, but if it was so delivered it was the duty of the plaintiffs to recover from the Wui Tung the amount of all freight, duties, and other charges disbursed by the plaintiffs in respect of such chest. Defendants denied that the plaintiff paid the \$482 in respect of duties or other charges on behalf of defendants. His Lordship gave judgment for defendants.

CHINESE ENGINEERING AND MINING COMPANY.

PROPOSED WORKING ARRANGEMENT.

From *The Times* of May 31st we take the following:—

The Chinese Engineering and Mining Company announces that an extraordinary general meeting of the company will be held on June 7th next for the purpose of submitting to the shareholders certain arrangements which have been made between the company and the Grand Mining Company of Peking and Lanchow (the Lanchow Mining Company), with the approval of the British and Chinese Governments.

The arrangement provides, among other things, that the two companies are to retain their separate existence, but are to combine to form an association to be called the Kailan Mining Administration, which will administer the business of the two companies in China.

The profits made by the Administration up to £300,000 are to be applied as follows:—60 per cent. to the Chinese Engineering and Mining Company (Limited), and 40 per cent. to the Lanchow Mining Company, any excess to be divided equally between the two companies. The net profits are to be arrived at after deduction of interest on the Debentures, provision for redemption of the Debentures in 50 years, and setting aside a reserve fund (which shall belong equally to both companies) of 15 per cent. on the gross profits, or not less than £35,000 per annum. Any additional capital required is to be provided equally by the two companies.

A deliberating board is to be established in Tientsin, three members to be appointed by each company; the company which has issued the largest amount of Debentures is to have a casting vote. A Chief Manager and Assistant Manager are to be appointed by the deliberating board. The Chief Manager is to have the control of all business affairs.

The mining area of the Administration is to be limited to the mining areas of the two companies as originally fixed and on official record. Within that area no development is to be allowed by competitors.

After the shareholders have received £150,000 out of the profits, one-fifth part of the remaining profits are to be handed over to the Province of Chihli for the development of industries.

After ten years from the date of the agreement the Lanchow Mining Company is to have the right to purchase the whole property of the Chinese Engineering and Mining Company (Limited), at a price to be agreed upon by both parties.

The present Chinese Engineering and Mining Company will be liquidated and a new company formed with a share capital of £1,000,000 sterling, which will acquire all the rights of the present company. The new company will make an issue of 8 per cent. Debentures to provide funds for the following purposes:—The redemption of the First and Second Debentures of the present company, amounting together to £460,000. The provision of £50,000 working capital for the Kailan Mining Administration. The payment of £1,500,000 to the Lanchow Mining Company to provide for its debts. A further payment of £500,000 to the Lanchow Mining Company. The payment of £500,000 to the Viceroy of Chihli as representing the Chinese Government. The payment of £1,000,000 to Chang Yen Mao in full satisfaction of all claims and its affairs. The payment not exceeding £400,000 in respect of other liabilities in China. The premium on the redemption of existing Debentures, and the commission and charges for placing the Debentures of the new company.

EUROPEAN LIMITED PARTNERSHIPS.

The following correspondence has passed between the Government and the Chamber of Commerce:—

Colonial Secretary's Office,

28th February, 1912.

SIR,—I am directed to transmit the enclosed copy of a letter dated the 22nd instant from Messrs. Johnson, Stokes & Master, and I am to enquire whether in the opinion of your Committee there is sufficient demand to justify the proposed legislation.—I am, etc.,

(Sgd.) CLAUD SEVEN,

Colonial Secretary.

The Secretary,

Hongkong Chamber of Commerce.

(Copy.)

Hongkong, 22nd February, 1912.

SIR,—We have recently been consulted by European firms of standing and repute in this Colony, who desire to take into their firms partners whose liability they desire to limit to the amount of the capital to be brought into the firm by the proposed new partners.

We have advised them that this arrangement cannot at present be effected in this Colony, as under the Partnership Ordinance of Hongkong the liability of each partner in a European firm is unlimited.

In England, by virtue of the Limited Partnerships Act, 1907, Limited Partnerships may be formed in the manner provided by the Act, and the liability of any person who is duly registered in accordance with the Act as a limited partner is limited to the amount contributed by him to the firm.

The provisions in this Act have conferred many practical advantages on business firms. It has enabled them to obtain a much larger command of capital than they would have otherwise been enabled to obtain, and it has thus increased their stability and given them greater opportunities to extend their business. The Government of Hongkong have already, by the Chinese Partnerships Ordinance, 1911, recognised a number of Limited Partnerships so far as Chinese firms are concerned, and our clients have instructed us to suggest to your Government the desirability of extending the principle to European firms by re-enacting in Hongkong the English Limited Partnerships Act, 1907.

In conclusion we would beg leave to inform you that one of our clients is extremely desirous of thus re-constructing their firm at the earliest possible moment, and we would therefore beg that this matter should have your early attention.—We have, etc.,

(Sd.) JOHNSON, STOKES & MASTER.

The Honourable,

The Colonial Secretary.

Hongkong Chamber of Commerce,

12th March, 1912.

SIR,—I have the honour to acknowledge the receipt of your letter of the 28th February, 1912, and in reply beg to state that after consideration the Committee of this Chamber are of opinion the legislation asked for by Messrs. Johnson, Stokes & Master might well be proceeded with.

The advantages to be derived by introducing Limited Partnerships in Hongkong are set forth in the letter from that firm, viz., the increased facilities offered for investing capital both to the firm desiring capital and by the investor who wishes to obtain a return on his money without incurring further risk than would be incurred by holding shares in a Limited Liability Company.

The Hongkong Government have already accepted the principle as far as Chinese are concerned, while, as you are aware, the Home Government have already legislated in this direction in bringing in the Limited Partnerships Act of 1907.

A demand having now arisen for similar facilities in Hongkong, the Committee are of opinion it will be to the benefit of the Colony were a similar Bill to be brought in in the local Legislature.—I am, etc.,

(Sgd.) EDWARD A. HENNETT,

Chairman.

The Honourable,

The Colonial Secretary.

Colonial Secretary's Office,

26th April, 1912.

SIR,—Referring to your letter of 12th March and 24th instant on the subject of Limited Partnerships, I am directed to inform you that a Bill has been drafted which will be brought before the Legislative Council at its next meeting.

2.—I attach a print of the Bill, and I shall be glad to learn whether it meets the views of your committee.—I am, etc.,

(Sgd.) ED. BULLOCK,

for Colonial Secretary.

The Secretary,

Hongkong Chamber of Commerce.

Hongkong Chamber of Commerce,

15th June, 1912.

SIR,—I am directed to acknowledge the receipt of your letter of the 28th April, 1912 (No. 89/1912), enclosing copy of a draft Bill on the subject of Limited Partnerships.

My Committee are glad to note that the Bill has passed the Legislative Council.—I am, etc.,

(Sgd.) E. A. M. WILLIAMS,

Secretary.

The Honourable,

The Colonial Secretary.

PROPOSED HARBOUR IMPROVEMENT.

The following correspondence has been forwarded to us by the Secretary of the Hongkong General Chamber of Commerce for publication:—

Colonial Secretary's Office,

30th January, 1912.

SIR,—I am directed to inform you that the Government has recently had under consideration the improvement of the Western entrance to the Harbour with a view to providing increased facilities for ships of deep draft making use of this port.

2.—The Harbour Master has given it as his opinion that if a channel were made, as indicated on the chart enclosed, giving a breadth of 21 cables and a depth at low water of 5 fathoms so that deep laden ships could enter by the Sulphur Channel at any state of the tide, the conditions of the port would then be first class.

3.—The Director of Public Works roughly estimates the cost of the proposal at \$300,000, assuming that the bottom to be dredged is soft and allowing \$30,000 for docking and refitting the Government dredger. If the dredging were done in the deep water to the left of Green Island or on the bank to the North, the cost would be reduced by \$40,000. It might also be possible to use the spoil in connection with the suggested Praya East reclamation.

4.—The work would have to be carried out gradually, the expenditure on it being limited to such amount as could be annually provided in the estimates and it might be possible to appropriate \$40,000 for the purpose in the Colonial Budget for 1913.

5.—I am directed to invite the opinion of your Chamber on the proposal.—I am, etc.,

(Sgd.) C. CLEMENTI,

Colonial Secretary.

The Secretary,

Hongkong Chamber of Commerce,

25th February, 1912.

SIR,—I have to acknowledge receipt of your letter of 30th ultimo (No. 6522/03, C.O.D.) informing this Chamber that the Government has had under consideration the question of improving the entrance to the Harbour by dredging a certain section of the channel immediately to the Eastward of Green Island.

The proposal as set forth in your letter under reply has now been considered by the Committee of the Chamber, and I am directed to reply that in their opinion it is not imperative that the proposed section of the Sulphur Channel should be dredged, while the benefit to the shipping would be small and out of all proportion to the sum it is estimated would have to be spent on the work.

The Channel as it now exists is sufficient for the needs of the average ocean steamer visiting this port.

Vessels drawing 25 feet and upwards do occasionally visit this port, but these can either enter the harbour from the Westward by passing North of Green Island, as is usually done by the steamers of the Pacific Mail Company, or by making the comparatively slight detour to the Eastward through the Lyeemum Pass, as is the custom of the deep draught vessels of the P. & O. and other British Companies.

So far as can be foreseen while the opening of the Panama Canal will probably make a great change in the shipping trade to the Far East, the draught of vessels calling at Hongkong will not be much, if at all, increased.

Should experience prove that the above forecast is incorrect and that deeper vessels do visit the port, the whole question will require reconsideration, as it would appear that under such conditions a new survey of the entire harbour would be necessary and a comprehensive scheme considered for dredging far more than the comparatively small section now under consideration.

In view of these facts my Committee are of opinion that the proposed scheme should be abandoned, but suggest that a notification might very well be published by the Harbour Department indicating the course deep draught vessels should follow if entering or leaving the Harbour by the Channel North of Green Island.—I am, etc.,

(Sgd.) E. A. M. WILLIAMS,

Secretary.

The Honourable,

The Colonial Secretary.

CHINESE PORK.

During the month of April a vessel arrived in the Victoria Dock from China bringing 50 pig-carcases from Shanghai. Four were found to be diseased, and were seized and destroyed. There were also on board 40 carcasses of pigs from Harbin, in Manchuria, which had not been examined down to May 30th. Besides, there were 56 packages from Manchuria, which contained pigs' carcasses. These latter were not allowed to be imported, as the foreign meat regulations had not been complied with.

ALLEGED INFRINGEMENT OF TRADE MARKS.

The hearing was concluded at the Magistracy yesterday before Mr. Melbourne of the case in which the Wo Lee proceeded against the Lam Fat Shing for infringing complainants' trade mark applied to grass-cloth.

Mr. Potter said it had been contended by his friend that the case should be dismissed because the defendants had not falsely applied the trade mark but only a portion of it, but the mere fact of applying an essential portion of a trade mark was an offence under the Merchandise Trade Marks Ordinance. If his friend's argument was correct there was no protection to the persons registering trade marks, and if his Worship were to hold that defendants had not committed an offence although they had taken an essential part of complainants' trade mark he submitted that the object of the Ordinance would be defeated.

Mr. Brutton said his friend had pinned his whole case on the trade mark. Had defendants infringed the trade mark—not an essential portion of a trade mark but the whole trade mark? Defendants had to falsely apply the whole of the trade mark before they were guilty. If a rose appeared in complainants' trade mark and a rose appeared in defendants' trade mark then defendants, on his friend's contention, would be guilty. Complainants said that defendants had falsely applied complainants' trade mark to defendants' goods, and he put it to his Worship that the trade marks were dissimilar. Complainants had to prove that the trade mark adopted by defendants was calculated to deceive purchasers.

His Worship said it seemed to him that the trade marks were not identical. The only point was the character which was used in each.

Mr. Potter replied that if his friend's argument were correct anyone could take part of a trade mark, any essential part put it in different surroundings and truthfully say he had not taken the trade mark.

Mr. Brutton made a remark which was not audible to the Press.

Mr. Potter—What do you say?

Mr. Brutton—I asked you for the date.

Mr. Potter—You did not only ask for the date, you used extremely bad language.

Mr. Brutton—I ask you to stick to the truth.

Mr. Potter—My friend alleges that I am telling lies. I am not accustomed to being addressed in that way. I would not stand it from my friend at any rate.

His Worship said he was sorry he had been asked to decide that case, because there was a case pending in the Supreme Court. He discharged the defendant.

THE FRENCH MUNICIPAL COUNCIL AT SHANGHAI.

MEMBERS SUSPENDED BY THE CONSUL.

The French Consul-General, M. Dejean de la Batie, who is President of the Council, addressed a letter to the French Council last week in which he intimated that the members had been suspended from duty and that a new commission "of urgency" would be constituted by the Consul-General to take their place in carrying on the affairs of the concession. The letter, of which the following is a translation, reads:—

Mr. M. Dejean de la Batie, Consul-General of France, Chevalier of the Legion of Honour:—

Seeing that in the relations between the French Consul-General and the Consul d'Administration Municipale de la Concession Française de Shanghai, reciprocal understanding and good confidence are necessary; seeing that such has not existed for some time; seeing that on several occasions the Council has manifested systematic hostility towards the chief of the Garde Municipale (French Police) and in a general manner towards the service of the police force, an authority which belongs solely to the Consul-General, and that, by its manner of acting, it provokes disagreeable misunderstandings in the police service, and risks the possibility of lowering the chief of police in the estimation of the personnel of his command; seeing that as appears from the minutes of the last sitting of the Council, the members have shown a want of respect towards the Consul-General himself; seeing that under these circumstances it is impossible that the administration of affairs can be carried on further by the present Council; and in the present circumstances it is impossible that a state of permanent conflict should be established between the Consul-General and the Municipal Council; therefore, under Article 8 of the Regulations of Organisation of the French Concession, dated April 14th, 1908, we have ordered and order:—

Article 1.—That the Municipal Council actually exercising functions be suspended, and an account of the matter shall be rendered to the Minister of Foreign Affairs in Paris as well as the French Minister to Peking, as prescribed by the article cited above.

Article 2.—That a "commission of urgency" will be provisionally constituted, under the presidency of the Consul-General, to whom will be charged the administration of the French Concession in conformance with the regulations.

M. Dejean de la Batie, in an interview, said that if the members of the Council or the inhabitants of the French Concession were dissatisfied with the decision he had arrived at, they could give voice to their feeling in the matter by forwarding an application to the French Minister to Peking and the Foreign Affairs Office at Paris. He himself would submit a report of the matter to these headquarters; in fact he was obliged to do so. The Council or inhabitants could send on an independent report of their version of the disagreement. Part of the trouble had already been reported to Peking by himself, acting with the consent of the Council.

LIFE-SAVING AT SEA.

COMMENDABLE SYSTEM ON T.K.K. STEAMERS.

Of interest to the travelling public is the following letter by Congressman Redfield:—

To Editor of the *New York Times*.

In all the discussions about the *Titanic* disaster I have seen no reference to the methods used on the Japanese steamships operated by the Toyo Kisen Kaisha (Oriental Steamship Co.) operating between San Francisco, Japan, and Hongkong.

When taking recently two voyages on vessels of this Company my attention was called, when entering my cabin for the first time on each voyage, to a plainly printed card which was framed and hung in the cabin in a prominent place. The card gave the number and the location of the particular lifeboat to which the occupants of that cabin were assigned, and, if I recall correctly, stated the officer in charge of that boat.

Having my attention called thus to the place allotted to me in case of disaster, it was natural to go to that boat to find where and what it was, and I found that other passengers had done the same thing. In like manner one became acquainted with the officer in whose charge he would be in case of trouble.

It is furthermore obvious from this arrangement that lifeboats were provided sufficient, at least, for all the passengers and some, if not all, of the crew.

WILLIAM C. REDFIELD.

Washington, D.C.

April 27th, 1912.

TWO NEW P. & O. STEAMERS ORDERED.

The directors of the Peninsular and Oriental Steam Navigation Company have placed an order for two additional steamers of the *Ballarat* class, each of 11,100 tons, for the P. & O. branch service (formerly the Blue Anchor Line) of one-class steamers to Australia by way of the Cape. The total additions to the branch fleet since the purchase of the line by the P. & O. Company will, with the completion of these new vessels, have amounted to five steamers aggregating nearly 60,000 tons register.

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NOTES AND NEWS.

THE WHISPER GIRL.
A whisper girl has been installed at the Globe Theatre to receive telephone calls and convey the message in a whisper to the person in the audience concerned.

WOMEN AS BARRISTERS.
A Bill has been introduced in the House of Commons by Viscount Wolmer, to enable women to become barristers or solicitors. It is backed by Mr. Lansbury, Lord Robert Cecil, and others.

DEFECTIVE VISION AMONG CHILDREN.
Defective vision was found, says Dr. T. Henry Jones, medical officer for Surrey, in 15 per cent. of 11,037 children from seven years of age upwards tested by the medical inspectors during the routine inspections.

OPENING OF £3,000,000 DOCK.
In view of the hope that the King will, some time in the autumn, perform the formal opening, the new Immingham dock at Grimsby was last month opened to traffic without any ceremony. The dock has been constructed by the Great Central Railway. The first sod was cut on July 13th, 1906. The main central basin is 1,100ft. square, with two arms 1,250ft. long by 375ft. wide. The largest steamers will be able to enter at any state of the tide. There is also a graving dock 750ft. long and 56ft. wide. The total cost is estimated at £3,000,000.

COURTEOUS WATER COMPANY.
A resident of Westcliff-on-Sea received the following letter from the Southend Waterworks Company, and recommends it as a pattern:

DEAR SIR,—I came duly in receipt of your favour of May 1 intimating that you will be leaving the above house on May 28th. As you have been good enough to pay the water rate up to June 24th next, the sum of 5s. 5d. will have been overpaid by you, and if you will kindly sign and return the enclosed form to me the amount will be remitted in the course. If you are leaving the district, it only remains for me to thank you on behalf of the company for your custom in the past.

A LOCK-JAW CURE.
What would have been pronounced a miracle cure a very few years ago has just taken place at St. Bartholomew's Hospital, writes the Medical correspondent of the *Daily Mail*. The patient, a young foundry hand, had fallen off a London tramway-car, inflicting a slight flesh wound on his thumb. The deadly lock-jaw germs ever lurking in the London street dust found their way into the wound, and ten days later the early symptoms of stiffness and pain in the jaw muscles showed themselves. Admitted to St. Bartholomew's, anti-tetanic serum was at once administered in the ordinary way but failed to prevent the development of the disease. The unusual procedure of injecting the serum directly into the patient's spinal canal was then adopted in the hope that the necessity of amputating the man's thumb (and so destroying his chance of earning a livelihood) might be obviated. As only the slightest abatement of the symptoms resulted a second large dose of the serum was injected on the following day into the spinal cord and at the same time a small portion of the fleshy part of the thumb, including the site of the original wound, was excised. Immediate improvement followed and two days later two tea-spoonfuls of a weak carbolic acid solution were injected into a vein in the arm as a final precaution. From then on the patient has made uninterrupted progress towards recovery and is to be discharged cured to-day. "The case is of intense interest," said one of the hospital staff, "as proving the great value even in acute lock-jaw cases of anti-tetanic serum when injected into the spinal canal. A very few years ago the man most probably would have lost his life, to say nothing of his thumb. Thanks to the serum, what used to be in the great majority of cases a hopeless disease from the start may now be reckoned among the ailments modern curative science has conquered."

24 YEARS OF CRICKET.

A FAMOUS PLAYER'S BOOK.

There are few people better qualified to talk on matters pertaining to Test Match cricket than A. A. Lilley, the famous Warwickshire and England wicket-keeper. For many years Lilley was regarded as the first wicket-keeper in the land, and although perhaps there came others who might have disputed the right for international honours, Lilley's batting and his splendid knowledge of the game always ensured for him a place in an England team.

In his book, "Twenty-four Years of Cricket," recently published by Mills & Boon at 7s. 6d., Lilley has written just a plain history of his experiences during the past twenty-four years. It is highly interesting, this dip into the pages of the past; while his advice to young players should prove, indeed is certain to prove, of interest to all who are interested in the game and are anxious to improve.

THE WORK OF THE PROFESSIONAL.
Lilley has done a great deal of travelling during his career, visiting Australia on several occasions, and it is of interest to note what he says concerning the work of the first-class cricketer. His reference is made particularly to the players who have had a tour in Australia, after probably a hard season in England. "That the long rest from the summer pastime necessarily entailed by the winter months is beneficial to the cricketer, I am not disposed to question; but at the same time," writes Lilley, "I do not think that three successive seasons ought in any way to make him stale, provided that he looks after himself well. I am referring more particularly to the batsmen and fielders, and certainly these departments ought not in any way to suffer; but for the bowlers and wicket-keeper it may be admitted that it becomes rather hard work, and these players may give some evidence of the strain imposed upon them."

The author's opinion of the many famous cricketers he has played with and against obviously must carry considerable weight. Blackham, the Australian, Lilley describes as the "greatest wicket-keeper I ever had the privilege of seeing."

WM. POWELL, LTD.

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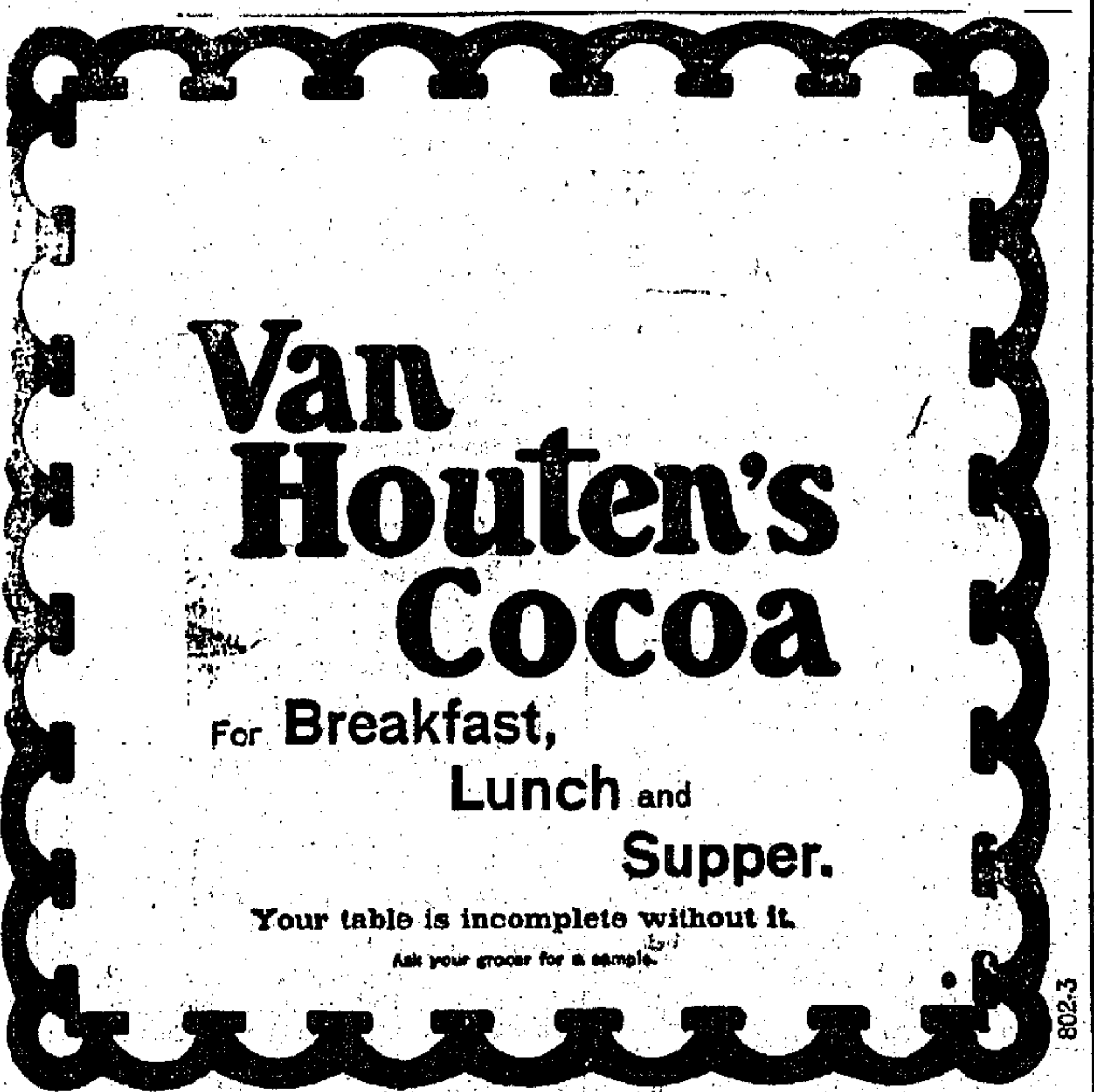
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Your table is incomplete without it.

THE WORLD'S CHAMPION.

Referring to the greatest of all great players, the author remarks that as a batsman pure and simple Dr. W. G. Grace occupied a position quite by himself. "And," he adds, "when studying his earlier records, one must remember that he was opposed to some of the finest bowling that this country has produced, and upon wickets widely different from the perfect ones of more recent years. It is not easy for cricketers of the present decade to realise the difficulties that batsmen of a generation ago had to overcome, and the skill that was required to make a score of comparatively modest dimensions. Dr. Grace himself recalls that when he first played at Lord's the wicket was a very unsatisfactory condition, and in 1864 the turf was so rough that Sussex actually refused to play there."

"So far as English cricket is concerned," adds Lilley, "it is difficult to estimate the debt it owes to the world's champion," and, with this sentiment the cricketing world will surely agree.

THE IMPLEMENTS OF THE GAME.
The author confesses that he has always been opposed to any alterations in the implements of the game, but remarks that the abolition of all inducements to play a drawn match is a legitimate reform of which every cricketer must thoroughly approve. Increasing the number of balls has had a greater effect in bringing about definite results than would either the heightening of the wickets or decreasing the width of the bat, and has also been successful in producing the result desired—brighter cricket; and any alteration in the bat or stumps would have produced exactly the opposite effect, for it would have made a batsman exercise additional care in the protection of his wicket, and so have unnecessarily added to the dullness, without any corresponding benefit. Space will not permit of more being said of the many features which make this book so valuable to the cricketer-lover. Lilley's big experience and splendid judgment have so often been proved that his opinions on any point connected with the game of cricket would be valuable. *Pall Mall Gazette*.

PUBLIC SCHOOL BOYS.

INDICTMENT BY HEADMASTER OF RUGBY.
The serious imputations directed against the modern public school boys respecting their knowledge of English, physical degeneration and his outlook towards social questions, formed the subject of an outspoken address by Dr. A. A. David, headmaster of Rugby School, before the Parents' National Educational Union on May 14th.

"Broadly speaking," said Dr. David, "I must admit the impeachment that most public school boys are unable to express themselves either in writing or speech." He had been struck lately by the fact that boy after boy who had shown himself no fool in other branches of work broke down hopelessly when he came to English. Some boys seemed incapable of any appreciation of English literature. The danger was that because the best equipped boys attained to power of self-expression there was a tendency to be satisfied with the whole of the public school system. He asked them to believe that many headmasters were profoundly dissatisfied with this state of affairs, and were striving hard to invent popular new types of English lessons which would, by inductive and other methods, place the development of a faculty before the amassing of facts.

USE OF TONICS.
Referring to the charge of the decline of hardihood and the growing dislike for discomfort and pain amongst public school boys, Dr. David stated that the causes were obvious. First came the pressure to-day in all public schools of a large number of boys so delicate that fifty years ago they could not have been sent to a public school at all; and secondly, there was the widespread habit of morbid attention to the details of health which showed itself in reliance upon medicines. In some cases boys returned to Rugby with their trunks stuffed with tonic wines. This all went down the sink. He wanted boys to be ashamed to be ill, and not to be continually thinking about their symptoms. He realised that health was not best attained by the conscious pursuit of it, and therefore encouraged a return to some of the old sternness and simplicity by the self-imposition of a robust attitude and an uncompromising resistance of anything that enervated.

The suggestion that the public school boy was growing less willing to take on the burdens of local government was not without foundation. It was growing harder each year to get public school men to sit on district councils and boards of guardians. The effect of the corrective tendencies had not yet appeared. He believed that it was necessary to give some instruction in the elementary facts of social economics. Hitherto the boys had not cared about these things, because they knew nothing of them.

SOCIALISTS.
At all the public schools there was now a keen intellectual set of boys who termed themselves Socialists. Those boys, said Dr. David, will be unlikely to call themselves Socialists after ten years' hard work amongst the realities of life. The

JUNORA.

THE WINE OF HEALTH.

Is a marvellous nerve and brain revitalizer.

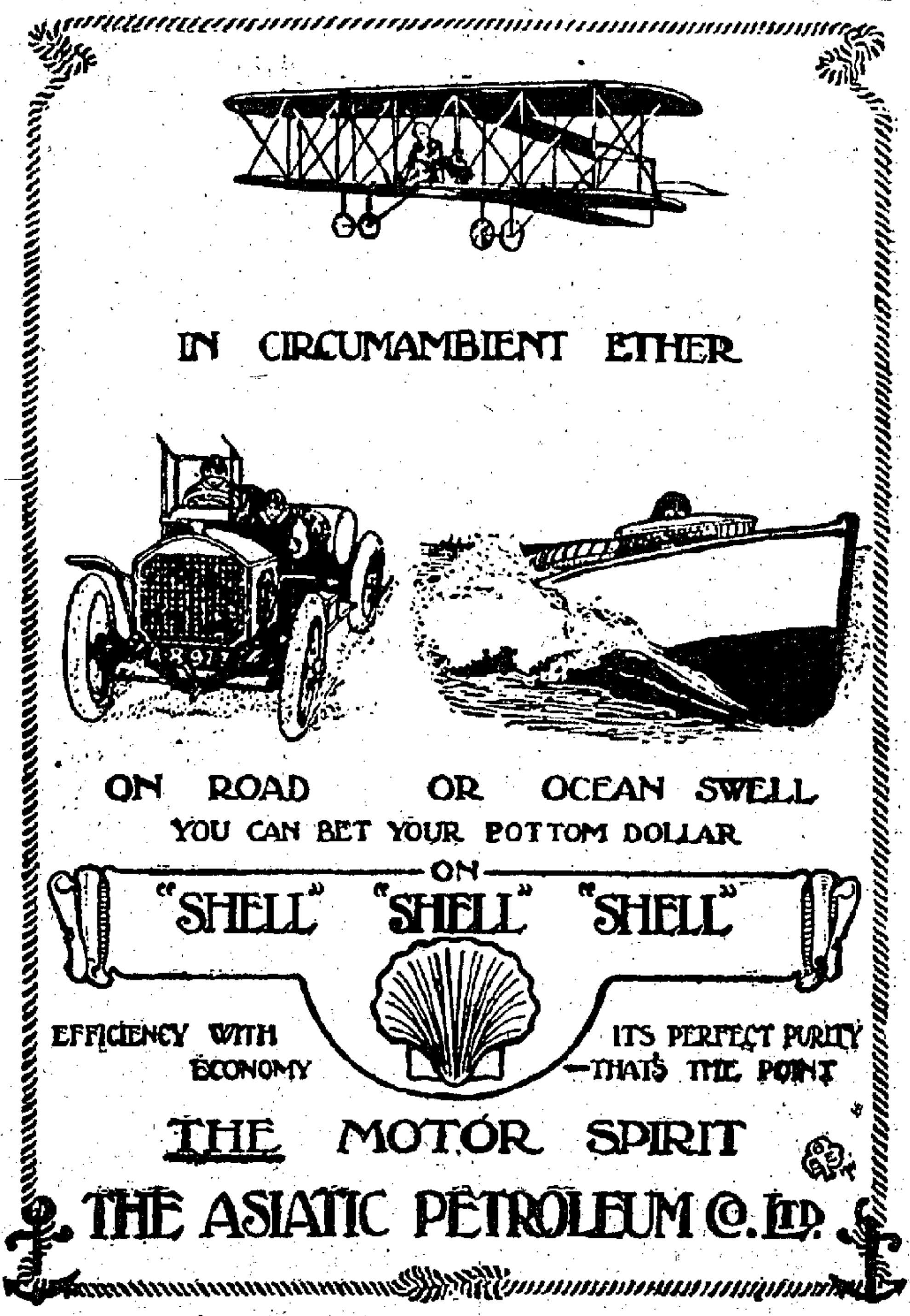
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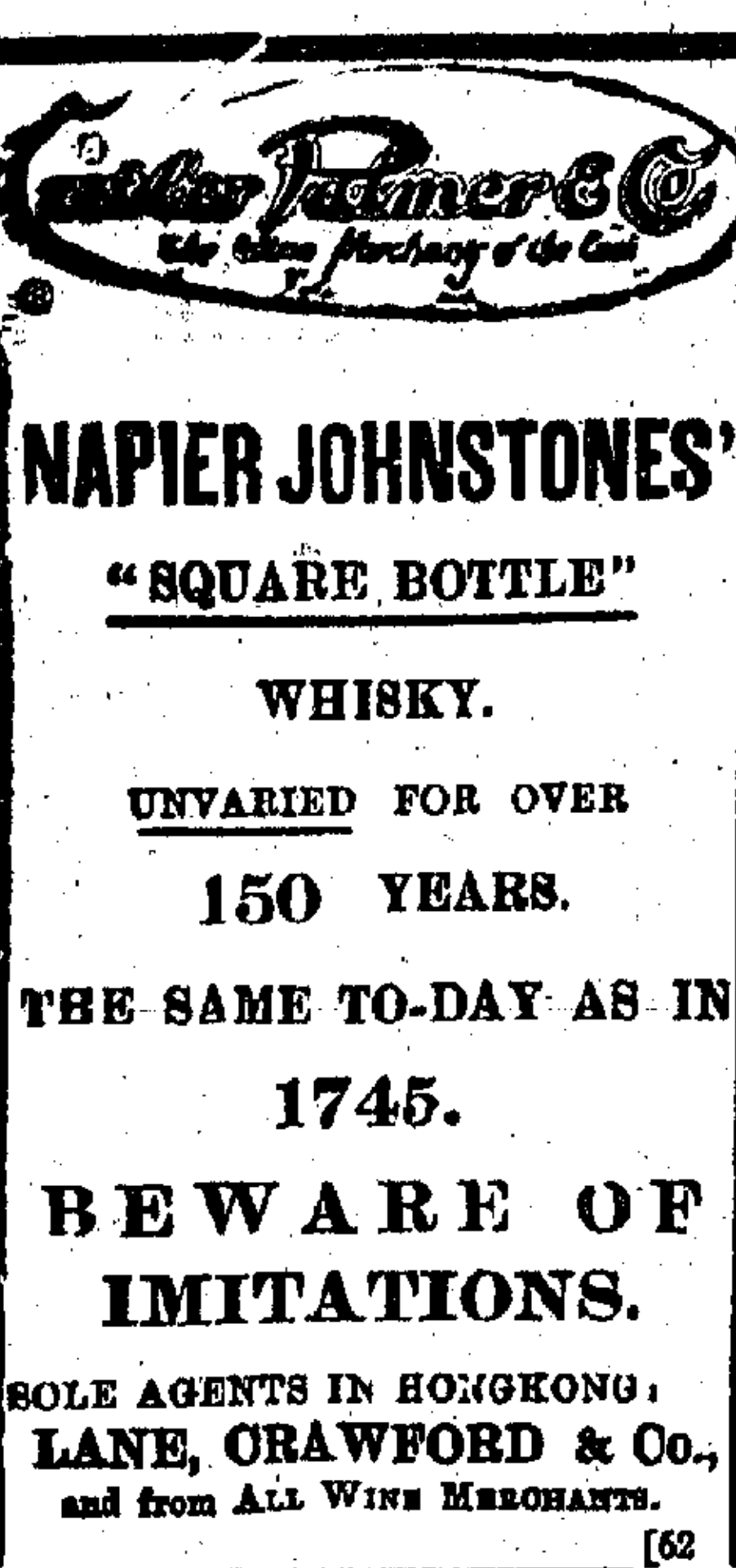
FROM 1893 TO 1909;

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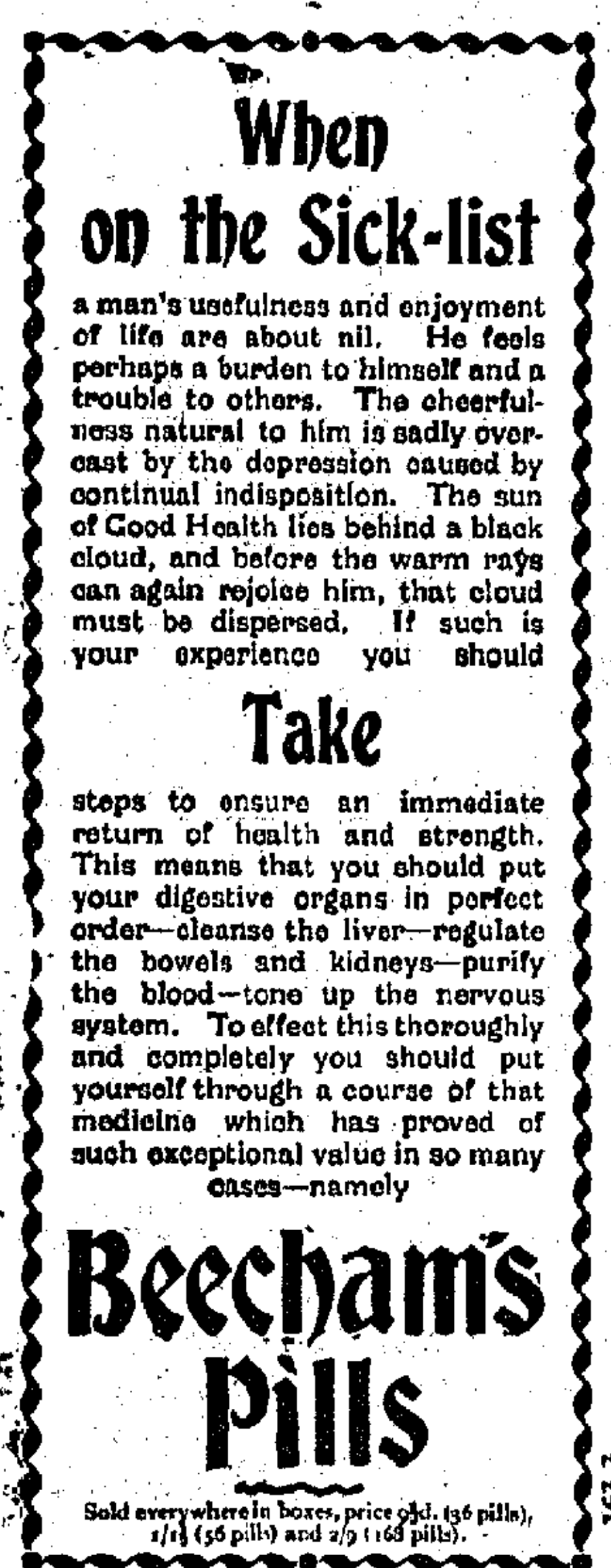
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a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take
steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—strengthen the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

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THERAPION NO. 1
In remarkably short time, often a few days only, cures all diseases of the urinary tract, such as gonorrhoea, cystitis, etc., when medical treatment fails.

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Cures blood poisoning, the venereal disease, etc., when medical treatment fails.

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Cures chronic weakness, loss of vigor and vital force. Either Number Therapion 1 or 2 or 3, or all three, according to the nature of the disease, should be taken. The French Remedy is made in France, and is the only one of its kind. It is the only one of its kind. It is the only one of its kind.

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TO GET THERE THAT'S A HOLIDAY.

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MANCHURIA	27,000	TUESDAY	16th July, at 1 p.m.
NILE	11,000	TUESDAY	30th July, at 1 p.m.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 p.m.
PERFIA	9,000	TUESDAY	27th Aug., at 1 p.m.
KOREA	18,000	TUESDAY	3rd Sept., at 1 p.m.
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FRIDAY, 21st JUNE, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "PATSHAN."	5 p.m. "KINSHAN."

SATURDAY, 22nd JUNE, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN."	5 p.m. "PATSHAN."

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Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. S.S. "SUI TAI," leaving Macao at 1 p.m. on Saturday, the 22nd inst., will make an Extra Trip from Hongkong, leaving at 6 p.m.

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The Company's Steamship

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Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

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SWEDISH EAST ASIATIC CO., LTD.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On 23rd June.
	"YEDDO"	7,200	About 3rd Aug.

For Freight and Further Particulars, apply to—

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JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITABOEM	JAPAN	Second half of June.	JAVA	Second half of June.
TJILATAP.	JAVA	Second half of June.	SHANGHAI	Second half of June.
TJIMANOEK	JAVA	First half of July.	JAPAN	First half of July.
TJIBODAS	SHANGHAI	First half of July.	JAVA	First half of July.
TJILWONG	JAPAN	First half of July.	JAVA	Second half of July.
TJIMAH	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIKINI	JAVA	Second half of July.	JAPAN	Second half of July.
TJIPANAS	JAVA	First half of August.	SHANGHAI	First half of August.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 17th June, 1912.

Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 29th June, 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER," Capt. F. Brosch.	17,000	Wednesday, 26th June, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"YORCK," Capt. H. RENN.	17,000	About Wednesday, 26th June.
MANILA, YAP, MARONN, SAMAR, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER.	6,100	Saturday, 13th July, at 9 a.m.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER.	6,100	About Tuesday, 25th June.
KUDAT and SANDAKAN	"BOENFO," Capt. F. SEMBIL.	5,000	Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 19th June, 1912.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East—16 DES VOGES ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. 729] CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Albatross, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p. Comdr. Lamb, C.L., Shanghai.	Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Malcolm Murray, R.N., Yangtze.
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain E. La T. Leatham, Shanghai.	Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p. Comdr. Seymour, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Hongkong.	Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,600, (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. B. E. Pritchard, Kikiang.	Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. F. H. Warfield, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p. Lieut. Comdr. W. H. Darwall, Hankow.	Ribbie, T.B.D., 550 tons, 7,500 F.D., 4 guns, Lt.-Comdr. E. J. G. Mackinnon, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. Hugh P. E. Williams, Hankow.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Allan Dixon, West River.
Cambrian, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Hongkong.	Rosario, depot ship for submarines, 930 tons i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, Hongkong.
Ohio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. E. Vane, Canton.	Snake, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice E. Leslie, Yangtze.
Fame, torpedo-boat destroyer, 340 tons, 5,700 i.h.p., Lt.-Comdr. H. S. Monro, Hongkong.	Taken, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Lt.-Comdr. Brickenden, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Hongkong.	Tancar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. E. Bodiam, Whelsh, West River.	Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. Hon. Guy Stopford, Chungking.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Maxwell, Swatow.	Thistle, gunboat, 710 tons, 900 h.p. Lieut. Comdr. H. R. N. Cottrell-Dormer, Hankow.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.	Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. W. Blunt, Hongkong.
Kilaba, river gunboat, 616 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryatt, Hankow.	Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair, Hall, Hongkong.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Fasco, Surveying Duties.	Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. F. A. Reine, Hongkong.
Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winde, K.C.B. O.V.O. C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.	Welsh, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. T. E. Chambers, Hongkong.
Momouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.	Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. G. B. Harford, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.	Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Comdr. M. H. Wilding, Kikiang.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Shanghai.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. M. E. H. Blackwood, Yangtze.
	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Milock, Hankow.

Submarines:—
No. 36, Godfrey Herbert, Lieut.-Comdr.
No. 37, A. A. L. Funnell, Lieut.-Comdr.
No. 38, J. E. A. Codrington, Lieut.-Comdr.
T.B. 035, Lt.-Com. Woodard, West River.
T.B. 037, Lt.-Com. Nisoll, West River.
T.B. 038, Lt.-Com. Seymour, West River.

SHIPPING

ARRIVALS.

ANNU, British str., 1,350, J. B. Harris
20th June—Shanghai 16th June, Gen-
eral—Butterfield & Swire.
ASSAYE, British str., 4,350, G. W. Cock-
man, R.N.R., 20th June—Bombay 5th
June, General—P. & O. S. N. Co.
DAIJIN MARU, Japanese str., 1,570, D.
Fuchijami, 20th June—Swatow 19th
June, General—Osaka Shosen
Kaisha.
HONGKONG, French str., 730, A.
Cornelissen, 19th June—Haiphong
16th June, Rice and General—A. R.
Marty.
MICHAEL JESSEN, German str., 951, T.
Petersen, 20th June—Haiphong 17th
June, General—Jensen & Co.
SINGAPORE, American str., 5,635, A. Zeeder,
20th June—San Francisco 25th May,
Mails and General—Pacific Mail
S.S. Co.
SUNGKIAN, British str., 987, H. Mathias,
20th June—Haiphong 16th June,
General—Butterfield & Swire.
SYRIA, British str., 4,201, R. A. Peters,
20th June—Fochow 18th June, Gen-
eral—P. & O. S. N. Co.
TOSA MARU, Japanese str., 3,600, Y.
Satow, 19th June—Singapore 13th
June, General—Nippon Yusen
Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE,
20th June.
CHOWTAT, British str., for Singapore.
KUCHING, British str., for Tientsin.
SYRIA, British str., for London.
TOSA MARU, Japanese str., for Shanghai.

DEPARTURES.

20th June.
ANNU, British str., for Canton.
CHINUA, British str., for Shanghai.
KOHINCHANG, German str., for Bangkok.
LAIRANG, British str., for Calcutta.
ZAFIRO, American str., for Manila.

SHIPPING REPORTS.

The British str. *Annu* reports: Light
northerly wind and fine weather to Turn-
about, fresh S.W. wind and showery weather
to port.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *China*, from San Francisco,
en route to Hongkong, and is due to
arrive at Hongkong on the 27th June.
The P.M. str. *Manchuria* left San Francisco
on the 6th June, for Hongkong
via Honolulu, Yokohama, Kobe, Nagasaki
and Manila, and is due to arrive at
Hongkong on the 7th July.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Waldemar* left
Sydney on the 1st June, at 11 a.m., and
may be expected here on or about 24th
June.
The str. *St. Albans*, which left Sydney
on the 8th June, is due here on the
1st July.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* left
Vancouver B.C., for Hongkong (via
usual ports of call) on the 13th June,
p.m.

THE GERMAN MAIL.
The I.G.M. str. *Parck*, carrying the
German mails with dates from Berlin of
the 20th May, left Colombo on the 16th
June, a.m., and may be expected here
on or about the 29th June.

THE AMERICAN STEAMERS.
The N.Y.K. str. *Manu* (American
Line) left Kobe for this port via
Moji and Shanghai on the 14th June,
and is expected here on the 23rd June.

The *Apar* str. *Gregory Apar*, from
Calcutta, left Singapore on the 17th
June, p.m., and may be expected here on
or about the 23rd June, a.m.

The Swedish East Asiatic str. *Canton*
left Singapore on the 17th June, and
is expected to arrive here on the 23rd June.

The Seang Line str. *Seangshoo* left
Rangoon on the 15th June, for Hongkong
via Penang and Singapore, and is
expected to arrive here on the 28th June.

The T.K.K. str. *Kipsu Maru* sailed
from Manila on the 8th June, for
Hongkong, and is expected to arrive
here on the 28th July.

The str. *Indravelli* passed the Suez
Canal on the 10th May, for Hongkong
direct.

The str. *Glenlogan* passed the Suez
Canal on the 11th June for Hongkong
via Straits.

The str. *Bendavid*, from Leith,
Middlesbrough, and London, left Singa-
pore on the 13th June for Hongkong.

The "Mogul Line" str. *Archol* left the
United Kingdom on the 26th May, for
Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Cheongshing, from Shanghai, is due in
Hongkong 21st June.
Chiphong, from Weihaiwei, is due in
Hongkong 21st June.

Katsung, from Calcutta, is due in Hong-
kong 2nd July.

SHIRE LINE.
The "Shire Line" str. *Pembroke* left
Singapore for Hongkong on the 16th
June, and may be expected here on or
about 22nd June.

INDRA LINE, LTD.
Indradeo, from New York, is due in
Hongkong 7th July.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Itinda, from Singapore, is due in Hong-
kong 25th June.
Fultala, from Rangoon, is due in Hong-
kong 2nd July.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1", nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	S. Hareham	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	NORR	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 26th inst.
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	E. E. Williams	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
ROTTERDAM, HAMBURG & ANTWERP	GLINESK	Brit. str.	—	Eckhorn	SHAW, TOMES & Co.	About 29th inst.
ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 30th inst.
ROTTERDAM, HAMBURG & ANTWERP	BRASILIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	On 17th July.
HAVRE, BREMEN & HAMBURG	ALBESIA	Ger. str.	k. w.	Metzenhild	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, HAVRE & HAMBURG	LIBERIA	Ger. str.	k. w.	H. Fraser	NIPPON YUSEN KAISHA	On 3rd July, at Daylight.
MARSEILLES, HAVRE & HAMBURG	HIKARO MARU	Jap. str.	—	Luebecke	HAMBURG-AMERICA LINE	On 14th July.
MARSEILLES, LONDON & ANTWERP	SKOZIA	Ger. str.	k. w.	N. Teranaka	OSAKA SHOSEN KAISHA	On 25th inst., at 1 p.m.
VICTORIA, B.C. & TACOMA, via KEELUNG, &c.	CANADA MARU	Jap. str.	—	F. Prosch	NIPPON YUSEN KAISHA	On 2nd July, at 4 p.m.
VICTORIA, B.C. & TACOMA, via KEELUNG, &c.	SANUKI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 11th July, at 1 p.m.
VICTORIA, B.C. & TACOMA, via KEELUNG, &c.	TAKUMI MARU	Jap. str.	—	—	MELCHERS & Co.	On 26th inst., at Noon.
VIENNA, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON	DERFFLINGER	Ger. str.	—	—	SANDER, WHEELER & Co.	On 2nd July.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	PERBIA	Aus. str.	—	—	DOODWELL & Co., Ltd.	About 13th July.
NEW YORK	MIDDLEHAM CASTLE	Brit. str.	—	—	SHAW, TOMES & Co.	To-morrow, at 5 p.m.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	INDRAKATO	Indra str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 2nd July.
VANCOUVER via SHANGHAI, JAPAN, &c.	HERCULES	Brit. str.	—	W. Davison	THE BANK LINE LIMITED	On 2nd July.
VANCOUVER via SHANGHAI, JAPAN, &c.	HERCULES	Brit. str.	2 m.	H. S. Smith	CANADIAN PACIFIC R. Co.	On 2nd July, at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	HERCULES	Brit. str.	—	—	TOTO KAISEN KAISHA	On 25th inst., at Noon.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHIBUYA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 2nd July, at 1 p.m.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHIBUYA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 9th July, at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	GIBB, LIVINGSTON & Co.	On 24th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 13th July, at 9 a.m.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	H. Bremer	MELCHERS & Co.	On 6th Aug., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Jap. str.	—	J. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	YOKOHAMA	Brit. str.	—	J. M. Hay	SANDER, WHEELER & Co.	About 29th inst.
YOKOHAMA & KOBE via SHANGHAI	HOPE	Brit. str.	—	H. Bremer	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
KOBE & MOJI	PRINZ WALDEMAR	Ger. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 3rd July, at 5 p.m.
KOBE & YOKOHAMA	AKI MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 5th July, at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lea Rooy	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 p.m.
TIENSIN	CHONGSHING	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	To-day, at 10 a.m.
SHANGHAI	ASSAYE	Brit. str.	—	Spencer White	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI via SWATOW	HANGSANG	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	ARHU	Brit. str.	—	—	ASTOR, NIELSON & Co.	On 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Swed. str.	—	H. Rehm	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PENBROKESHIRE	Brit. str.	—	H. Nomura	MELCHERS & Co.	About 26th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORK	Ger. str.	—	W. W. Cooke, R.N.R.	HAMBURG-AMERICA LINE	On 30th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SILESIA	Ger. str.	—	A. Mosker	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DENBIGHSHIRE	Brit. str.	—	Rooy	NIPPON YUSEN KAISHA	On 3rd July.
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAKATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 3rd July.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PERA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 23rd July.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KOBE MARU	Jap. str.	—	—	ASTOR, NIELSON & Co.	About 3rd August.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Swed. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 26th inst., at 10 a.m.
ANPING via SWATOW & AMOY	YOKOHAMA	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
TAMU via SWATOW & AMOY	YOKOHAMA	Brit. str.	—	—	DOUGLAS LAFRAIR & Co.	To-day, at 11 a.m.
SWATOW, AMOY & FOOCOW	YOKOHAMA	Brit. str.	—	—	DOUGLAS LAFRAIR & Co.	On 25th inst., at 11 a.m.
SWATOW, AMOY & FOOCOW	YOKOHAMA	Brit. str.	—	—	DOUGLAS LAFRAIR & Co.	On 28th inst., at 11 a.m.
SWATOW, AMOY & FOOCOW	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.
MANILA	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
MANILA, CEBU & ILOILO	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 2 p.m.
MANILA, MANGALUN, ILOILO & CEBU	YOKOHAMA	Brit. str.	—	—	SHAW, TOMES & Co.	On 29th inst., at 4 p.m.
BATAVIA, CHERBON, SAMARANG, &c.	YOKOHAMA	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY via SINGAPORE & COLOMBO	YOKOHAMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	YOKOHAMA	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 29th inst.
SINGAPORE, PENANG & CALCUTTA	YOKOHAMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst.
SINGAPORE, PORT SWETENHAM, PENANG & RANGOON	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
SAIGON	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th July, at Noon.
KUDAT & SANDAKAN	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at D'light.
HOHOW & HAIPHONG	YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	Middle of July.
KWANG CHOW WANG & HAIPHONG	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at 10 a.m.
	SI-KIANG	Brit. str.	—	E. de Catalano	MAGNETS MARITIMES	On 3rd July at 9 a.m.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"PEMBROKESHIRE"	About 24th June.
LONDON & ANTWERP	"DENBIGHSHIRE"	On 28th June.
LONDON & ANTWERP	"MONMOUTHSHIRE"	About 15th July.
SHANGHAI, KOBE & YOKOHAMA	"CARMAITHENSHIRE"	About 21st July.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Hongkong, 21st June, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI via SWATOW	"HANGSANG"	Friday, 21st June, Noon.
KOBE & MOJI	"HOPRANG"	Saturday, 22nd June, Noon.
MANILA	"LOONGSANG"	Saturday, 22nd June, 2 p.m.
TIENSIN	"CHEONGSHING"	Tuesday, 25th June, 4 p.m.
MANILA	"YUENSANG"	Tuesday, 25th June, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 3rd July, Noon.

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).

The Steamers "KONGSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chiofo, Ientsin and Newchwang.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 21st June, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITINDA," 5,251 tons, Captain J. Kennedy, will be despatched for YOKOHAMA and KOBE on 26th June, at Noon, to be followed on 5th July by S.S. "FULTALA," 4,154 tons, Captain H. Chidley, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "MUTTRA" will leave Hongkong for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on 4th July, at Noon, followed by the S.S. "ITINDA," taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215.
Hongkong, 21st June, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPERESS OF INDIA" Sat., 22nd June	"ALLAN LINE" Fri., 19th July.
"EMPERESS OF JAPAN" Sat., 13th July.	"EMPERESS OF IRELAND" Fri., 9th Aug.
"MONTEAGLE" Sat., 3rd Aug.	"ALLAN LINE" Sat., 30th Aug.
"EMPERESS OF INDIA" Sat., 24th Aug.	"EMPERESS OF BRITAIN" Fri., 20th Sept.

Steamships leave HONGKONG at 6 p.m.
THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate Steamship "Monteagle" \$43 \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

6

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS
By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK
78' x 68' x 34' 6"
Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS SERVING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.
MANAGERS AND AGENTS,
BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR,"
Captain E. W. Hamlyn, will be despatched for the above Ports TO-DAY, the 21st inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 20th June, 1912. [827]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"
Captain S. Hareham, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-MORROW, the 22nd June, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MORNA," 11

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	10 A.M.	Freight and Passage.
LONDON VIA USUAL PORTS	ARADIA	Noon.	See Special Advertisement.
LONDON and ANTWERP	NORE	About	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PERA	About	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 21st June, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 22nd June, 11 A.M.
SAIGON	"HANYANG"	On 23rd June, 11 A.M.
HONGKONG (Mails) and HAIPHONG	"SUNGKIANG"	On 23rd June, 10 A.M.
MANILA, CEBU and LOILO	"KAIFONG"	On 25th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COCKTOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 28th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck; aft Saloon accommodation of S.S. "KAIFONG" is situated on Deck; aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.F.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

NEW SERVICE.

SHANGHAI TO ANFUNG direct, leaving Shanghai on alternate Wednesdays.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST CLASS, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 21st June, at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 25th June, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 28th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. B. Stewart ... WEDNESDAY, 26th June, at 11 A.M.

Passengers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st June, 1912

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRT GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA	30th June.
S.S. FUERST BUELOW	27th June.
S.S. GOLDENFELS	14th July.
S.S. SUEVIA	29th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th June, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	On 1st July.	On 24th July.
ST. ALBANS	On 1st July.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

56

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 2nd July, at Noon.
NIPPON MARU	A. G. Storans	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVE.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVE.
TAMUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 23rd June, at Noon.
ANPING VIA SWATOW, and AMOY	"SOSHU MARU"	WEDNESDAY, 26th June, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER.

7778-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindist 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	Noon, SATURDAY	Steamer Tons	SUNDAY,	SATURDAY
ARCADIA 7000	June 22	MOREA 11000	July 21	July 27
ASSAYE 7500	July 6	MARMORA 10500	Aug. 4	Aug. 10
DEVANHA 8000	July 20	MOLDAVIA 10000	Aug. 18	Aug. 24
DELTA 8000	August 3	MALOJA 12500	Sept. 1	Sept. 7
INDIA 8000	August 17	HIMALAYA 7000	Sept. 15	Sept. 21
			SATURDAY	FRIDAY
ARCADIA 7000	August 31	MEDINA 12500	Sept. 28	Oct. 4
ASSAYE 7500	September 14	MALWA 11000	Oct. 12	Oct. 18
DEVANHA 8000	September 28	MOOLTAN 10000	Oct. 26	Nov. 1
INDIA 8000	October 12	MACE DONIA 10500	Nov. 9	Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.5 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRAFFIC) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NORE	7000	June 26
SIMLA	6000	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU	9,000	WEDNESDAY, 3rd July, at Daylight.
	TANGO MARU	8,000	WEDNESDAY, 17th July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SANUKI MARU	7,000	TUESDAY, 2nd July, at 4 P.M.
	AWA MARU	7,000	TUESDAY, 16th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU	5,000	MONDAY, 24th June.
KOBE and YOKOHAMA	AKI MARU	7,000	WEDNESDAY, 3rd July, at 5 P.M.
	HAKATA MARU	7,000	WEDNESDAY, 3rd July.
SHANGHAI, MOJI and KOBE	YAWATA MARU	5,000	FRIDAY, 5th July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	TOTOMI MARU	4,500	MONDAY, 23rd July.

† To be connected with S.S. "TAMBA MARU" at Kobe.

Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong—

"JINSEN MARU," 4,000 tons, Capt. Machida, Saturday, 29th June

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656

SILK RIBBONS AND COMMON RIBBONS

In all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

**PET. WILH. KROMMES,
ELBERFELD.**

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 21st June, 1912. [42-11]

BRACES AND BELTS.

The requirements of the
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms of

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF

**C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).**
Hongkong, 21st June, 1912. [42-12]

Hoehi Extra Dry

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OBTAINABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 14th June, 1912. [42-22]

POST OFFICE NOTICE

* * Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE
Svatow	Landrat Schief ...	Friday, 21st, 9.00 A.M.
Hohow	Chowtai	Friday, 21st, 9.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Assaye	Friday, 21st, 9.30 A.M.
Svatow, Amoy and Foochow	Haiching	Friday, 21st, 10.00 A.M.
Shanghai and North China	Hangsang	Friday, 21st, 11.00 A.M.
Macao	Sui An	Friday, 21st, 1.15 P.M.
Strait, and India via Calcutta	Catherine Appear ...	Friday, 21st, 2.00 P.M.
Japan via Moji	Yerino Maru	Friday, 21st, 5.00 P.M.
Haiphong and Pakhoi	Hongkong	Saturday, 22nd, 9.00 A.M.
Butavia, Samarang, Sourabaya and Macassar	Tytorow	Saturday, 22nd, 10.00 A.M.
Japan via Kobe	Hepang	Saturday, 22nd, 10.00 A.M.
SHRATES, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT AND EUROPE VIA BENINIS	Arcadia	Saturday, 22nd, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.15 A.M. Letters with late fee of 10 cents up to 11.00 A.M. Kowloon B.O. ... 9.30 A.M. No late fee Letters ... 11.00 A.M.
(Late Letters 11.00 to Noon. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel mail will be closed to-day, at 5 P.M.)		
Philippine Islands	Loomasang	Saturday, 22nd, 1.00 P.M.
Macao	Sui An	Saturday, 22nd, 1.15 P.M.
Haiphong and Pakhoi	Michael Jensen ...	Saturday, 22nd, 5.00 P.M.
Singon	Hanyang	Saturday, 22nd, 5.00 P.M.
Shanghai and North China	Anhui	Saturday, 22nd, Printed Matter and Sam- ples ... 4.00 P.M. Registration ... 3.15 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.) Kowloon B.O. ... 3.00 P.M. No late fee Letters ... 5.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, VIA NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA VIA YANCOUVER (EUROPE VIA SIBERIA)	Empress of India ...	Sunday, 23rd, 9.00 A.M.
Hohow, Haiphong and Pakhoi	Sungkiang	Monday, 24th, 11.00 A.M.
Philippine Islands, Tigor, Australia, Tasmania and New Zealand	Empire	Tuesday, 25th, 10.00 A.M.
Svatow, Amoy and Foochow	Haitan	Tuesday, 25th, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.) Kowloon B.O. ... 9.30 A.M. No late fee Letters ... 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONG- KONG, UNITED STATES, CANADA AND SOUTH AMERICA VIA SAN FRANCISCO (EUROPE VIA SIBERIA)	Shinya Maru	Tuesday, 25th, Noon
Formosa via Keelung, Japan via Nagasaki, Victoria and Tacoma	Canada Maru	Tuesday, 25th, 3.00 P.M.
Philippine Islands	Kaifong	Tuesday, 25th, 3.00 P.M.
Tientsin	Cheongching	Wednesday, 26th, 10.00 A.M.
Japan and Yokohama	Hainan	Wednesday, 26th, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.) Kowloon B.O. ... 9.30 A.M. No late fee Letters ... 11.00 A.M.
Svatow, Amoy and Foochow	Haiyang	Friday, 28th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Changsha	Friday, 28th, 3.00 P.M.

CO. AMERICAL.

CLOSING QUOTATIONS.

June 20th.
On London—
Telegraphic Transfer ... 2-1
Bank Bills, on demand ... 2-1
Bank Bills, at 30 days sight ... 2-1
Bank Bills, at 4 months sight ... 2-1
Credit, at 4 months sight ... 2-1
Documentary Bills at 4 months sight ... 2-1
On Paris—
Bank Bills, on demand ... 255 1/2
Credit, at 4 months sight ... 260
On Germany—
On demand ... 207 1/2
On New York—
Bank Bills, on demand ... 49 1/2
Credit, at 60 days sight ... 50 1/2
On Bombay—
Telegraphic Transfer ... 15 1/2
Bank, on demand ... 15 1/2
On Calcutta—
Telegraphic Transfer ... 15 1/2
Bank, on demand ... 15 1/2
On Shanghai—
Bank, at sight ... 72 1/2
Private, 30 days sight ... 73 1/2
On Yokohama—
On demand ... 93 1/2
On Manila—
On demand ... 93 1/2
On Singapore—
On demand ... 86 1/2
On Batavia—
On demand ... 12 1/2
On Haiphong—
On demand ... 3 1/2 p.m.
On Saigon—
On demand ... 3 1/2
On Bangkok—
On demand ... 74 1/2
SOVEREIGNS, Bank's Buying Rate ... 19.80
Gold LEAP, 100 fine, per teal ... \$51.50
Silver SILVER, per oz. ... 28 1/2
SUBSIDIARY COINS.
Chinese ... 20 cents pieces ... \$3.39 discount
Chinese ... 10 " ... \$3.60
Hongkong ... 20 " ... \$7.90
Hongkong ... 10 " ... \$8.55
MAILS VIA SIBERIA.
Location Date Due
June 5th. June 22nd.

SHARE LIST.—QUOTATIONS.

HONGKONG, 20th JUNE, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$830, sales
China Bank Corporation, Limited	60,000	\$12	all	\$1, don \$84
China Light and Power Company, Limited	50,000	\$5	all	\$93, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$2, sales
CORPORATIONS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	\$10	all	\$3, sales
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	Tls. 86
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$5, sellers
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$22
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$60, buyers
New Amoy Dock Co., Limited	10,000	\$60	all	\$47, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	\$64, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 50
Green Island Cement Co., Limited	60,000	\$16	all	Tls. 90
Hongkong Electric Co., Limited	60,000	\$10	all	\$44, sal. & buy.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$22 1/2, buyers
Manila Metropolitan Hotel Limited	8,000	\$50	all	\$73 1/2, buyers
Hongkong Ice Company, Limited	15,000	\$25	all	\$805, sellers
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$212, sellers
H'kong South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$19 1/2
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$224, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$152
China Traders Insurance Co., Limited	24,000	\$83 1/2	\$25	\$100
Hongkong Fire Insurance Co., Limited	3,000	\$250	\$50	\$350, buyers
New China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140
Union Insurance Society, Limited	12,400	\$250	\$100	\$805, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$190, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106, sellers
Kowloon Land and Finance Co., Ltd.	150,000	\$10	all	\$7.85, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$54, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$55, sal. & buy.
Landow exploitative in Langkat ...	25,000	Gda. 10	all	Tls. 67 1/2, x. div.
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-
Tromoh Mines, Limited	160,000	\$1	all	76/6
Harwood Tin and Rubber Estate, Ltd.	715,280	2/-	all	4/9, sellers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$33, sellers
Pak Tramway Co., Limited	25,000	\$10	all	\$11, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$1, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$107, sales
Lucas Sugar Refining Co., Limited	7,000	\$100	all	\$33
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$67, f. L'don
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$27.75, 6d.
Star Ferry Company, Limited	10,000	\$10	all	\$108/-
South China Morning Post, Limited	10,000	\$10	\$5	(\$136) buyers
Seas Landry Company, Limited	6,000	\$25	all	\$22
STROES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$5 1/2, buyers
Watkins, Limited	15,000	\$7	all	\$63, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$31
Weismann, Limited	90,000	\$10	all	\$5, sales
Gande Price & Co., Ltd.	3,000	\$10	all	\$15, buyers
Societe des Papiers et Papeteries du Tonkin	50,000	\$10	all	\$12, sellers
Hongkong Steel Foundry Co., Ltd.	13,200	\$50	all	\$33
United Asbestos Oriental Agency, Limited	15,000	\$10	all	\$10
Union Waterboat Co., Limited	9,900 ordy.	\$10	\$4	\$10
	100 idem	\$10	all	\$500
	50,000	\$1.	all	\$9, sales

FOREIGN RATES.	Daily Wire
Para Rubber in London	4/8 1/2 per lb., sellers
Loana	Amount Value Interest Quotation
Chinese Imperial 1906	Tls. 767,200 Tls. 250 7 1/2 p. annum Per
	VERNON & SMITH, Share Brokers

FORTHCOMING EVENTS.

Saturday, 22nd June—	Optim.
Noon—The China and Manila Steamship Co., Ltd.'s Twenty-Ninth Ordinary General Meeting.	June 16th
9.15 P.M.—A Grand Variety Entertainment at the Palace Theatre, Mount Austin.	Malwa New ... \$2,750/2,800 per picul.
Sunday, 23rd June—	Malwa Old ... \$2,825/2,850
Prince of Wales' Birthday (1894).	Malwa Older ... \$2,875/2,900
2.30 P.M.—Auction of Valuable Household Furniture at 25, Lyndhurst Terrace, by Mr. Geo. F. Lamert.	Malwa V. Old ... \$2,950/3,000
Wednesday, 26th June—	Persian fine quality ... \$1,200
2.30 P.M.—Auction of Valuable Household Furniture at 25, Lyndhurst Terrace, by Mr. Geo. F. Lamert.	Persian extra fine ... \$1,400
Wednesday, 27th July—	Fatma New ... \$3,000 per chest.
3.30 P.M.—Hongkong General Chamber of Commerce General Meeting in City Hall.	Fatma Old ... \$2,800
NOTICE TO KOWLOON RESIDENTS	Emara New ... \$2,550
EXTRA COPIES of Daily Press are on	Emara Old ... \$2,700
Sale daily at the following Stores:	
KOWLOON BOOK STALL, Ferry Wharf	
Messrs HUNG CHEONG, Haiphong Road	



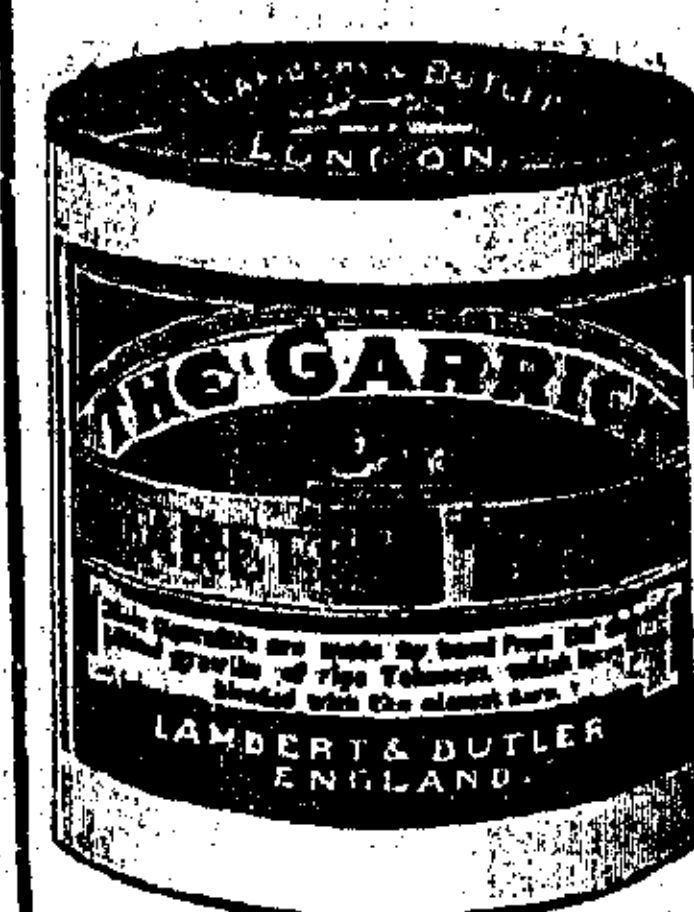
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MILK.
EVAPORATED CREAM.

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"TANSAN"

Pure, Exquisite in Flavour.

Stimulating without Reaction, this Life-giving Natural
Mineral Water gushes out of the Mountain side at Takaradzuka,
near Kobe, Japan.

Tansan is Nature's own Distillation, and because of its absolute
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Per Case of 48 Half bottles \$7 25
" Dozen of half bottles 1.85
" Case of 100 Quarter bottles 9.25
" Dozen of Quarter bottles 1.25

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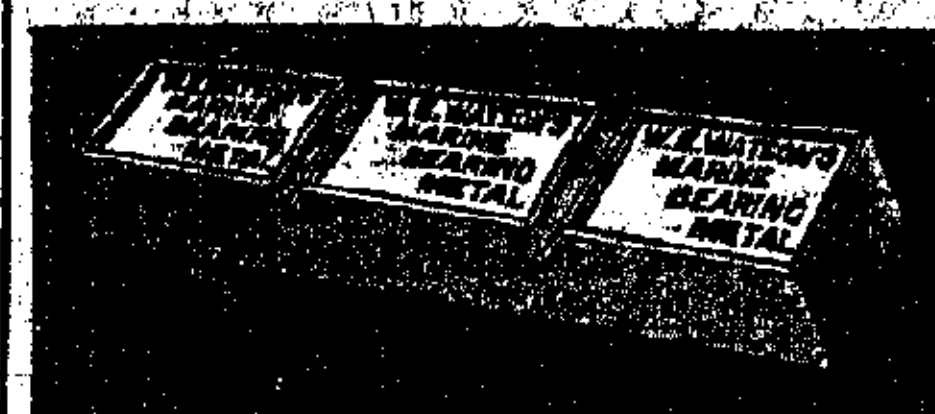
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